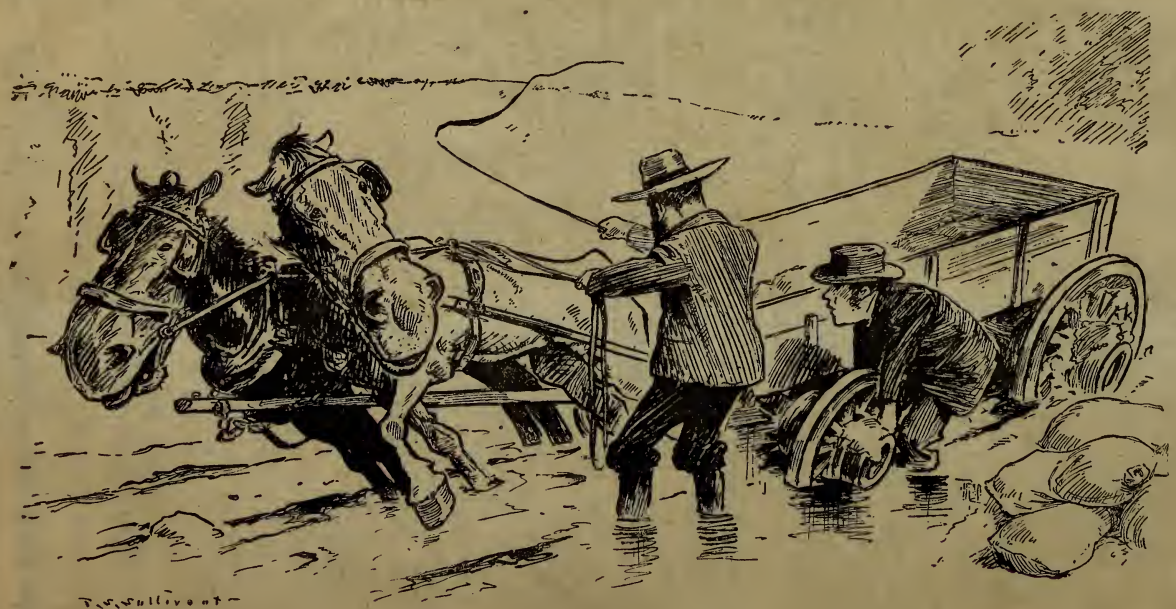
WILL YOU HELP IMPROVE THE ROADS OF YOUR STATE?

IF YOU WILL, READ THIS.



THE POOR FARMER.—"I had to lighten this load, though it was only 2,000 pounds, and I am afraid I must get another team to help [illegible] of this mud hole. Next spring I will have to borrow the money to buy a new team; these skates won't last another season. [illegible] I did not favor the Brownlow Bill."

[illegible]S.—"We would rather die in our tracks than to try to get this load to market. No matter how much we eat, we are thin."

Issued by WALTER P. BROWNLOW,
Member of Congress from Tennessee,
To whom application should be made for additional copies at Washington, D. C.

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Some of the States have adopted the principle of State aid to bu[illegible] roads. Why should not the Federal Government give National a[illegible] for this purpose?

STATEMENT SHOWING APPROXIMATE DISTRIBUTION OF $24,000,000 CARRIED BY THE BROWNLOW BILL.

ALABAMA	$530,000
ARKANSAS,	380,000
CALIFORNIA	430,000
*COLORADO	250,000
CONNECTICUT	262,000
*DELAWARE	250,000
*FLORIDA	250,000
GEORGIA	642,000
*IDAHO	250,000
ILLINOIS	1,398,000
INDIANA	730,000
IOWA	647,000
KANSAS	427,000
KENTUCKY	620,000
LOUISIANA	400,000
*MAINE	250,000
MARYLAND	344,000
MASSACHUSETTS	813,000
MICHIGAN	702,000
MINNESOTA	508,000
MISSISSIPPI	450,000
MISSOURI	900,000
*MONTANA	250,000
NEBRASKA	308,000
*NEVADA	250,000
*NEW HAMPSHIRE	250,000
NEW JERSEY	546,000
NEW YORK	2,108,000
NORTH CAROLINA	548,000
*NORTH DAKOTA	250,000
OHIO	1,206,000
*OREGON	250,000
PENNSYLVANIA	1,828,000
*RHODE ISLAND	250,000
SOUTH CAROLINA	388,000
*SOUTH DAKOTA	250,000
TENNESSEE	585,000
TEXAS	884,000
*UTAH	250,000
*VERMONT	250,000
VIRGINIA	538,000
*WASHINGTON	250,000
WEST VIRGINIA	278,000
WISCONSIN	600,000
*WYOMING	250,000
	$24,000,000

* The States marked (*) have less than 700,000 inhabitants and receive a minimum of $250,000.

Why Wagon Roads in the United States are Bad and How They Can Be Improved.

In that part of the country which was first settled the roads were trails or paths, which went from the settlements into the wilderness, and naturally went from point to point over the shortest route without regard to hills. They went straight. Later on horses were ridden and afterwards driven over these trails, and so the wagon road was made without regard to finding an easy grade, a good surface or drainage.

In the West the railway was built before the wagon road, and the wagon road was an enlarged path or trail, which led from the farm in a straight line to the railway station. It frequently followed the section line, without regard to hills, swamps, grades or drainage.

It is not surprising that roads made in this manner, without any engineering skill or practical knowledge of road building, were bad when made and continue to be just as bad at the present time.

This country, if not the richest, is almost the richest, in the world, yet it has the poorest wagon roads of any country in the world.

During the past 30 years there have been built 132,865 miles of steam railway in this country, and we now have 203,133 miles of railroad.

During the past 15 years we have built 23,134 miles of trolley road, mostly in cities and towns. This trolley road has, by giving quick transit, immensely improved values in cities and towns, and in their neighborhood.

Where good roads have been built, farm values have improved, because it is easier to get produce to market, and life is made pleasanter and happier for the owner of the land.

Except where a few States have given State aid in building roads, the farmer has had to bear the whole cost of building and maintaining them, although every ton of produce going to cities and towns has to go over these roads, and the cities and towns, as a rule, contribute nothing towards their cost or maintenance.

During the past forty years there has been an immense improvement in railway, trolley and water transportation, and freight rates have been lowered. Our railways are every year spending millions in improving their roads and terminal facilities, but in transportation by wagons on roads there has been hardly any improvement. Forty

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years ago it cost 25 cents per ton per mile to carry farm produce, lumber, etc., on a wagon road, and it costs the same to-day.

It is not the farmer's fault, but it is his misfortune, that, while there has been a great advance in railway and water transportation, to which the National Government has largely contributed, he has not improved transportation on his roads. It is not his fault that he has seen the neighboring towns grow richer, while his lands have not improved in value. He does not want to haul his produce through the mud and up steep hills, and he would not do it if he could help it.

The reason he has not a good, smooth road, free from ruts, stones and mud, without steep hills, connecting his farm with his market town, is simply because he cannot afford to pay for it unaided; he has not, and never will have, the money to pay for good roads; he is quite willing to pay for part of the cost, and in New Jersey, Massachusetts, New York and Connecticut and in a few other States the State has come to his help by the system called "State Aid" in building roads.

Since State aid began the States of New Jersey, Connecticut, Massachusetts and New York, and their counties, towns, &c., have spent, or are spending, in money, and built, or have in course of construction, roads as set out in the following table:

	Amount.	Miles Built and Under Contract.
New Jersey	$4,545,494	1,000
Connecticut	$2,482,420	454
Massachusetts	$5,150,923	480
New York	$4,135,000	484
	$16,313,837	2,418

Briefly, below we give a statement showing to what extent the excellent system of State aid has been put in operation.

NEW JERSEY

appropriates annually as State aid $250,000. The State pays one-third of the cost, the counties two-thirds, and 10% of the counties' share may be assessed on the towns. The State has appropriated during the past ten years $1,515,168. The counties have spent more than double this sum, as they pay for bridges, surveying and incidentals. There has been built and is now under contract by State aid 1,000 miles of road, and there are applications made for the improvement of 600 miles of road, for which the State has as yet made no appropriation.

CONNECTICUT

appropriates $220,000 per annum as State aid. The State pays two-thirds and in some instances three-fourths of the cost of the road. The towns pay the balance of the cost. State aid commenced in 1895, and the State has spent and appropriated the sum of $1,538,910 for this purpose. The towns and counties during this period have spent for their share $943,510. There has been built and is now under contract by State aid about 454 miles of road.

MASSACHUSETTS

appropriates annually $490,000 as State aid. The State pays the entire cost of the road, but 25% of the cost is assessed back to the counties. The State has appropriated for the building of roads $4,940,000. The Massachusetts Highway Commission has received some contributions from counties, towns and individuals to assist in building roads which amount to $210,923. They therefore have expended $5,150,923 on roads. The State has built and now has under contract 480 miles of highway and has petitions covering 1,120 miles of road, and is awaiting appropriations to build the same.

NEW YORK

appropriated last year $600.000 as State aid. The State pays 50% of the cost of the road, the counties 35% and the towns 15%. The State has appropriated all told $2,065,000 for State aid. The counties and towns have spent a like sum; 242 miles of road have been built and 242 miles are now in process of construction. The State Engineer and Surveyor has petitions for 4,000 miles, for which the counties and towns have either appropriated their half of the cost or are ready to appropriate the same, and are waiting for the State to appropriate their share, which will amount to $16,000,000. If the State does not appropriate more than $600,000 a year as aid for roads, it will take about 27 years to complete the roads now petitioned for. Those interested in roads are not willing to wait this long. Therefore at the last session of the Legislature a constitutional amendment was carried, which provides that this State may bond itself for $5,000,000 a year for ten years—that is, for $50,000,000—for the building of wagon roads. This amendment must be again passed by the Legislature of 1905 and afterwards submitted to a vote of the people. It is believed that in the year 1906 this State will issue bonds for the building of roads.

PENNSYLVANIA.

In 1903 this State created a State Highway Commission and appropriated $6,500,000 to be apportioned among the different counties as State aid in proportion to the mileage of roads in each county and to be expended during a period of six years. Two-thirds of the cost of the building of roads is to be paid by the State, one-sixth by the county and one-sixth by the township which the improved highways traverse.

The States of Maine, Rhode Island, New Hampshire, Vermont, Delaware, California, Washington and Florida have adopted the principle of State aid in the building of wagon roads. Up to this time, however, these States have not appropriated any large sum of money for this purpose.

FRANCE AND ITALY.

France has 23,603 miles of wagon roads, which are built and maintained by the National Government as National Roads at the expense of the Nation.

Italy has about 5,000 miles of wagon roads built and maintained in the same way by the National Government.

Why should not the United States build National Roads to develop its internal resources in the interest of agricultural products?

Some of the States have adopted the principle of State aid to build roads—why should not the Federal Government give national aid for this purpose?

The United States Government appropriated in 1903 $32,540,199 for River and Harbor improvement, which goes to the benefit of commerce, and largely to help cities. Little of this large sum is spent in the interior States, except in the Mississippi Delta.

It has spent many millions in building post offices, and Federal buildings in nearly every large city of the Union—this all goes to help the cities and creates a demand for food without providing the farmer with roads to reach his market.

It has protected manufacturing by a tariff until we have become the greatest manufacturing nation in the world. This protective tariff has built up the cities.

It pays the veterans and their families pensions which amount to about $140,000,000 a year.

BUT WHAT HAS THE NATIONAL GOVERNMENT DONE FOR THE FARMER? It has established agricultural colleges, experiment stations, made the head of the Bureau of Agriculture a cabinet officer, created free rural mail delivery in certain sections, but after showing a man how to double the product of his farm it has left him unable to market the produce he has created because of the bad condition of the wagon roads.

As a number of States have believed it wise to aid in the building of roads, would it not be wise and right for the United States Government to do so also, and to aid the farmer just as it has aided commerce and the cities?

There can be but one answer to this question, and it is Yes.

THE BROWNLOW BILL.

A bill has been introduced in Congress at Washington, by the Hon. Walter P. Brownlow, a Member of Congress from Tennessee, and in the Senate by Hon. J. H. Gallinger, Senator from New Hampshire, appropriating $24,000,000 as national aid for the building of roads.

This Bill Provides

1st.—For the creation of a department at Washington, with proper superintendents and employees, to take care of the building of these roads.

2d.—The $24,000,000 to be appropriated is available at the rate of $8,000,000 a year for three years, is to be divided among the different States according to their population, except that no State is to receive less than $250,000 of this money. On page 2 there will be found a tabulated statement showing how this money will be distributed. Look at it and see how much your State is to receive.

3d.—Each State, county or town receiving Federal aid must add a like amount to the sum received from the United States Government.

4th.—Should any State not take the amount allotted to it under this law before January 1, 1907, all such amounts not taken up are to be re-allotted in proportion to the population of the different States which have taken up their entire allotment.

A like amount must be added by the States or counties receiving aid, so that $48,000,000 are to be spent on roads. The table on page 2 shows just what each State will receive. This distribution by the

number of inhabitants is far more equitable than the distribution of some $32,500,000 a year under the Rivers and Harbors Bill, which goes principally to the Seaboard States and to the Mississippi Delta.

THE BROWNLOW BILL.

H. R. 4508.

S. 2539.

Introduced in the House by Hon. Walter P. Brownlow, of Tennessee, on November 19, 1903, and in the Senate by Hon. J. H. Gallinger, of New Hampshire, on December 14, 1903.

A BILL

To create in the Department of Agriculture a bureau to be known as the Bureau of Public Roads, and to provide for a system of national, State, and local cooperation in the permanent improvement of the public highways.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be in the Department of Agriculture a bureau to be known as the Bureau of Public Roads.

SEC. 2. That the object and purposes of said Bureau shall be to instruct, assist, and cooperate in the building and improvement of the public roads, at the discretion and under the direction of the Director of said Bureau, in such States, counties, parishes, townships, and districts in the United States as shall be determined upon by said Director. The general policy of such Bureau shall be to bring about, so far as may be, a uniform system of taxation for road purposes, and a uniform method of road construction, repair, and maintenance throughout the United States, and to cooperate with any State or civil subdivision thereof in the actual construction of permanent highways.

SEC. 3. That said Bureau shall be under the management and direction of the Secretary of Agriculture, and shall consist of one Director of said Bureau, who shall receive a salary of four thousand five hundred dollars per annum; one Assistant Director, who shall receive two thousand five hundred dollars per annum; one chief clerk, who shall receive two thousand dollars per annum; one clerk, who shall receive one thousand five hundred dollars per annum; one messenger, who shall receive seven hundred and twenty dollars per annum; four field experts, who shall receive two thousand dollars per annum each; four civil engineers, who shall receive one thousand eight hundred dollars per annum each; four road experts, who shall receive one thousand four hundred dollars per annum each; one assistant, in charge of road-material laboratory, who shall receive two thousand five hundred dollars per annum; one engineer, who shall receive two thousand dollars per annum; one chemist, who shall receive one thousand eight hundred dollars per annum; one petrographer, who shall receive one thousand two hundred dollars per annum; and such other officers, agents, and servants as the Director may from time to time require for the purpose of carrying into effect the provisions of this Act.

SEC. 4. That there shall be appropriated for the maintenance of said Bureau and the use thereof, out of any money in the Treasury of the United States not otherwise appropriated, the sum of seventy-five thousand dollars for the salaries herein provided for and for the following items: The general expenses of said Bureau; to enable the Director, under the direction of the Secretary of Agriculture, to make inquiries in regard to systems of road building and management throughout the United States; to make investigations and experiments in regard to the best methods of road making and the best kind of road-making materials; to cooperate in the building of object-lesson roads in the several States, in accordance with the

plan hereof; to employ local and special agents, clerks, assistants, and other labor required in conducting experiments and collecting, digesting, reporting, and illustrating the results of such experiments; to investigate the chemical and physical character of road materials; to purchase necessary apparatus, materials, supplies, office and laboratory fixtures; to pay freight and express charges and traveling and other necessary expenses; to prepare, publish, and distribute bulletins and reports on the subject of road improvement; to enable him to instruct and assist in the building and improving of the public roads and highways in such States, parishes, counties, townships, and districts in the United States as shall determine to follow the plans and methods directed and determined upon by the Director of said Bureau; and to enable him to disseminate information on the subject of improved roads.

SEC. 5. That if the governor of any State does not apply within thirty days after adjournment of the next legislature in that State after the passage of this Act for national aid in building roads under this Act, the proper officers having jurisdiction of the public highways in the civil subdivisions of said States may apply for the aid of the Government as provided for in this bill. Every application for the cooperation herein provided for shall be accompanied by a properly certified resolution, adopted by the body having jurisdiction over the highway to be improved, stating that the public interest demands the improvement of the highway described therein, but such description shall not include any portion of a highway within the boundaries of any city or town whose population, according to the census of nineteen hundred, shall exceed fifteen thousand inhabitants. That any State having in operation a State-aid highway improvement law, which is satisfactory to and approved by said Director, may through its proper officer or officers having jurisdiction of the building of public roads apply to said Director for cooperation in the actual construction of its public highways, and the said Director may at his discretion use said officer or officers in surveying, planning, and constructing said highways.

SEC. 6. That the Director of said Bureau, upon receipt of any such application, shall investigate and determine whether the highway or section thereof sought to be improved is of sufficient public importance to come within the purposes of this Act, taking into account the use, location, and value of such highway or section thereof for the purposes of common traffic and travel, and for the rural free delivery of mail by the United States Government, and after such investigation shall certify his approval or disapproval of such application. If he shall disapprove such application he shall certify his reason therefor to the public officer or officers making the application.

SEC. 7. That if the Director of said Bureau shall approve such application, he shall cause the highway or section thereof therein described to be mapped, both in outline and profile. He shall indicate how much of such highway or section thereof may be improved by deviation from the existing lines whenever it shall be deemed of advantage to obtain a shorter or more direct road without lessening its usefulness, or wherever such deviation is of advantage by reason of lessened gradients. He shall also cause plans and specifications of such highway or section thereof to be made for telford, macadam, or gravel roadway, or other suitable construction, taking into consideration climate, soil, and material to be had in the vicinity thereof and the extent and nature of the traffic likely to be upon the highway, specifying in his judgment the kind of road a wise economy demands. The improved or permanent roadway of all highways so improved shall not be less than twelve nor more than twenty-four feet in width, unless for special reasons it is required that it shall be of greater width.

SEC. 8. That upon the completion of such maps, plans, and specifications, said Director shall cause an estimate to be made of the cost of construction of the road intended for improvement and transmit such estimate to the officer or officers from whom the application proceeded, together with a certified copy of said maps, plans, and specifications, including a certificate of his approval of the highway or section thereof so designated as aforesaid.

SEC. 9. That after the receipt thereof the official or officials making the application may file with the Director of said Bureau a second application, properly certified, stating that such highway or section thereof so approved shall be constructed

and maintained according to the provisions of this Act, and that the necessary resolution or resolutions to provide for such portion of said estimated cost as by the provisions of this Act shall be borne by the State or civil subdivision thereof within which the highway or section thereof to be improved is located has been adopted.

SEC. 10. That in case the boundaries of such proposed highway shall deviate from the existing highway, the officials making the application must provide for securing the requisite right of way prior to the actual commencement of the work of improvement.

SEC. 11. That upon receipt of the application and certified copy of the resolution provided in section nine, said Director shall advertise for bids for two successive weeks in a newspaper published at the county seat of the county in which the road is to be built, and in such other newspapers or journals as shall be deemed of advantage for the construction of such road or section thereof, according to said plans and specifications, and shall award such contract to the lowest responsible bidder, except that he may in his discretion award the contract to the State or civil subdivision thereof making the application, and except that no contract shall be awarded at a greater sum than the estimate provided in section eight.

SEC. 12. That one-half of the expense of the construction thereof shall be paid by the Treasurer of the United States upon the warrant of the Comptroller, issued upon the requisition of the Director of said Bureau, out of any specific appropriations made to carry out the provisions of this Act, and one-half of the expense thereof shall be paid by the State or civil subdivision thereof making application for the cooperation provided for herein: *Provided*, That nothing herein shall be construed to prevent the State or civil subdivision thereof from distributing the said one-half so that the State may pay a portion, the county or parish a portion, the township or district a portion, and the owners of the land abutting upon said road another portion: *And provided further*, That no money be advanced by the United States in payment of its portion of the cost of construction as provided for herein, except as the work of actual construction progresses, and in no case shall the payment or payments made thus prior to the completion of the work be in excess of eighty per centum of the value of the work performed, but in all cases twenty per centum must be held until the completion of the work, according to the plans and specifications and to the satisfaction of the Director of said Bureau.

SEC. 13. That every State or civil subdivision thereof availing itself of the advantages of this Act shall, because of having accepted such national aid, contract and bind itself to maintain and keep said roads in good and efficient repair for the free use of the public.

SEC. 14. That for the specific purpose of carrying out the cooperation and actual construction provided for herein, and for the maintenance of said Bureau of Public Roads, there is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, the sum of twenty-four millions of dollars, the said appropriation to be available at the rate of eight millions of dollars a year during the years nineteen hundred and four, nineteen hundred and five, and nineteen hundred and six. If any of the appropriation herein made is not expended in the year named, that portion not expended shall become available the succeeding year. This appropriation shall be distributed in the following manner: States having a population of less than seven hundred thousand inhabitants are to each receive the sum of two hundred and fifty thousand dollars. The remainder of the appropriation shall be distributed pro rata among the States having a greater population than seven hundred thousand, each of said States to receive a sum equal to the proportion its population bears to that of the total population of said States having a population of over seven hundred thousand. These figures as to inhabitants of each State are to be based on the census of nineteen hundred: *And provided further*, That should any State or civil subdivision of any State not avail itself of the amount of money apportioned to it under this Act prior to January first, nineteen hundred and seven, its right to secure this money is to be forfeited, and all moneys so forfeited are to be reapportioned among all other States, and among civil subdivisions of other States, which have applied for national aid under the provisions of this Act.

SOME QUESTIONS AND SOME ANSWERS.

Question. Why are the wagon roads in this country so poor?

Answer. Because, as a rule, except in a few States, they are built and maintained by the farmer without outside help.

Q. Would not the farmer prefer a smooth, hard road without ruts, loose stones, and with easy grades?

A. Yes, he would; but he cannot afford to pay the cost of it.

Q. Do improved roads increase the value of farm lands?

A. Yes; in the States of Massachusetts, New Jersey, Connecticut and New York, and wherever roads have been built by State aid, values of farm lands have increased.

Q. Why is this so?

A. A good road enables the farmer to haul his produce to market the year round, and to haul when it is wet and he can't plow. He thus can get a better price—he can haul twice the usual load in less time. It saves wear and tear on wagons, team and temper. The children can always go to school. A man buying a farm will pay more for it on a good road than on a poor one.

Q. How many miles will $1.25 haul a ton on a road, a trolley road, on a railway and on water?

A. $1.25 will haul a ton

5	miles	on a	common road.
12½ to 15	"	" "	well-made stone road.
25	"	" "	trolley road.
250	"	" "	steam railway.
1,000	"	" "	steamship.

Q. What have trolley roads done for cities?

A. They have given them rapid transit and increased the value of real estate in cities and in their immediate neighborhood.

Q. What will good roads do for the farmer?

A. They will give him rapid transit for his produce, and improve the value of his lands, just as the trolley roads have done for cities.

Q. What has the Federal Government done for commerce and the cities?

A. It has appropriated $32,540,199 in 1903 for improving rivers and harbors, and in the last ten years $176,226,934 for this purpose.

Q. Does this expenditure benefit the farmer?

A. Yes, a little, by giving him a better freight rate; but most of the saving goes to the freight carrier, *i. e.*, the railways and steamships.

Q. Is the appropriation under the Rivers and Harbors Bill evenly distributed among the States?

A. No; it is mostly spent in the Seaboard and Lake States, and in the Mississippi Delta. Very little is spent in the inland States.

Q. How is the appropriation under the Brownlow bill to be made?

A. It is to be distributed according to the population to each State, and each State or county must add a like amount to the sum received from the Government.

Q. Is any locality compelled to have its roads rebuilt by the Brownlow bill?

A. No, each locality decides for itself whether or not it will take the money offered by the Federal Government, if it does take it, it must add a like amount.

Q. What else has the Federal Government done for cities?

A. It has built great public buildings, post offices, court houses and frequently custom houses in nearly every city of importance.

Q. What else does the Federal Government propose doing for commerce?

A. It intends to build a canal across the Isthmus of Panama which it is estimated will cost about $200,000,000.

Q. What has the Federal Government done for railways?

A. It has given them immense land grants of public lands, which they have sold for many millions of dollars, and it has loaned its credit by issuing bonds to help build them. (See note below.)

Q. What has the Federal Government done for its soldiers who fought in its wars?

A. It pays them and their families $140,000,000 a year in pensions.

Q. What has it done for Porto Rico, Cuba and the Philippines?

A. It has built many miles of road, established schools, done away with yellow fever in Cuba and keeps an army in the Philippines of about 22,500 men.

Q. What has it done for manufactories in the cities?

A. It has protected them by levying a high tariff until we lead the world in many lines of manufacture.

NOTE.—Hon. Binger Hermann, Commissioner of the General Land Office, states that the "United States has given railroads 197,000,000 acres as a land grant." The Government lent the Union Pacific and the Central Pacific Railroad Companies $61,000,000 in Government bonds, for which it took as security a second mortgage. It also issued a large amount of Government bonds to aid in the construction of other railroads.

Q. What has the Government done for the farmers?

A. It has established agricultural colleges, experiment stations, made the head of the Bureau of Agriculture a cabinet officer, created free rural mail delivery in certain sections, but after showing a man how to double the product of his farm it has left him unable to market the produce he has created because of the bad condition of the wagon roads.

Q. Has it done as much for the farmer as for other classes of citizens?

A. No, not nearly as much.

Q. Why is this?

A. Because farmers have not made their demands known to members of Congress, while, on the other hand, commerce and manufacturers are constantly and persistently demanding benefits at Washington.

Q. Is Government aid to farmers as important as aid to commerce and manufacturers?

A. Yes, more important; the farmer feeds the merchant, manufacturers, the sailor, the railway man and all the rest.

Q. What has the State of New York done for commerce?

A. It has voted to spend $101,000,000, which it will raise by issuing State bonds to widen and deepen the Erie Canal.

Q. What was the national bonded debt at the close of the Civil War?

A. *$2,773,236,173.*

Q. What is the national bonded debt now?

A. *$914,541,410* on July 1, 1903.

Q. What amount of the national debt has been paid off in the last thirty years?

A. *$1,858,694,763.*

Q. How much money is there now locked up idle in the U. S. Treasury?

A. *$234,394,275* on July 1, 1903.

Q. Has the Government a larger income than its expenses?

A. Yes, much larger; the trouble now is to keep the surplus in the Treasury from becoming too large.

What President Roosevelt says about Good Roads and Free Rural Delivery.

In the President's last Message to Congress, he said:

"The rural free delivery service has been steadily extended. More routes have been installed since the first of July last, than in any like period in the Department's history. * * * No governmental movement of recent years has resulted in greater immediate benefit to the people of the country districts. Rural free delivery, taken in connection with the telephone, the bicycle and the trolley, accomplishes much toward lessening the isolation of farm life and making it brighter and more attractive. In the immediate past the lack of just such facilities as these has driven many of the more active and restless young men and women from the farms to the cities, for they rebelled at loneliness and lack of mental companionship. It is unhealthy and undesirable for the cities to grow at the expense of the country; and rural free delivery is not only a good thing in itself, but is good because it is one of the causes which check this unwholesome tendency toward the urban concentration of our population at the expense of the country districts."

"IT IS FOR THE SAME REASON THAT WE SYMPATHIZE WITH AND APPROVE OF THE POLICY OF BUILDING GOOD ROADS. THE MOVEMENT FOR GOOD ROADS IS ONE FRAUGHT WITH THE GREATEST BENEFIT TO THE COUNTRY DISTRICTS."

In a speech the President delivered before the National Good Roads Convention at St. Louis last April, he said:

"The faculty, the art, the habit of road building marks in a nation those solid, stable qualities, which tell for permanent greatness. * * * We would have a right to ask that this people which has tamed a continent, which has built up a nation with a continent for its base, which boasts itself with truth as the mightiest republic that the world has ever seen, and which we firmly believe, will, in the century now opening, rise to a place of leadership such as no other nation has yet attained, merely from historical analogy, I say, we should have a right to demand that such a nation build good roads. * * *

"A few years ago it was a matter, I am tempted to say, of national humiliation, that there should be so little attention paid to our roads; that there should be a willingness, not merely to refrain from making good roads, but to let the roads that were in existence become worse. I can not too heartily congratulate our people upon the existence of a body such as this, having its connections in every State of the country, and bent upon the eminently practical work of making the conditions of life easier and better for the people whom of all others we can least afford to see grow discontented with their lot in life—the people who live in the country districts. * * * But no one thing can do so much to offset the tendency toward an unhealthy drain from the country into the city as the making and keeping of good roads. They are needed for the sake of their effect upon the industrial conditions of the country districts, and I am almost tempted to say that they are needed more for their effect upon the social conditions of the country. If winter means to the average farmer the existence of a long line of liquid morasses through which he has to move his goods if bent on business, or to wade or swim if bent on pleasure; if an ordinary rain means that the farmer's girl and boy cannot use their bicycles; if a little heavy weather means the stoppage of all communication, not only with the industrial centers, but with the neighbors, then you must expect that there will be a great many young people of both sexes who will not find farm life attractive."

This is what **you** can do to have better roads where you live.

Will **you** do it?

The Brownlow Bill comes up in Congress within the next three weeks.

1st.—Write your Congressman and Senators that you are in favor of the Brownlow bill, telling them why you favor it, urging them strongly to vote for it, and to use their influence with other members of Congress to have it become a law.

As your Congressmen and Senators are your representatives, you have every right to tell them what you want, whether you know them personally or not. Remember every letter received by a Congressman from one of his constituents has weight.

If you don't know the name of your Congressman and Senator, ask your postmaster. He knows and will tell you.

2d.—Hand this pamphlet to a friend and try to have him write his Congressman and Senators, as you have done.

3d.—Ask the editor of your local paper to publish an article in his next issue in favor of the Brownlow bill.

Don't put this off until to-morrow. Do it to-day. You may forget it to-morrow.

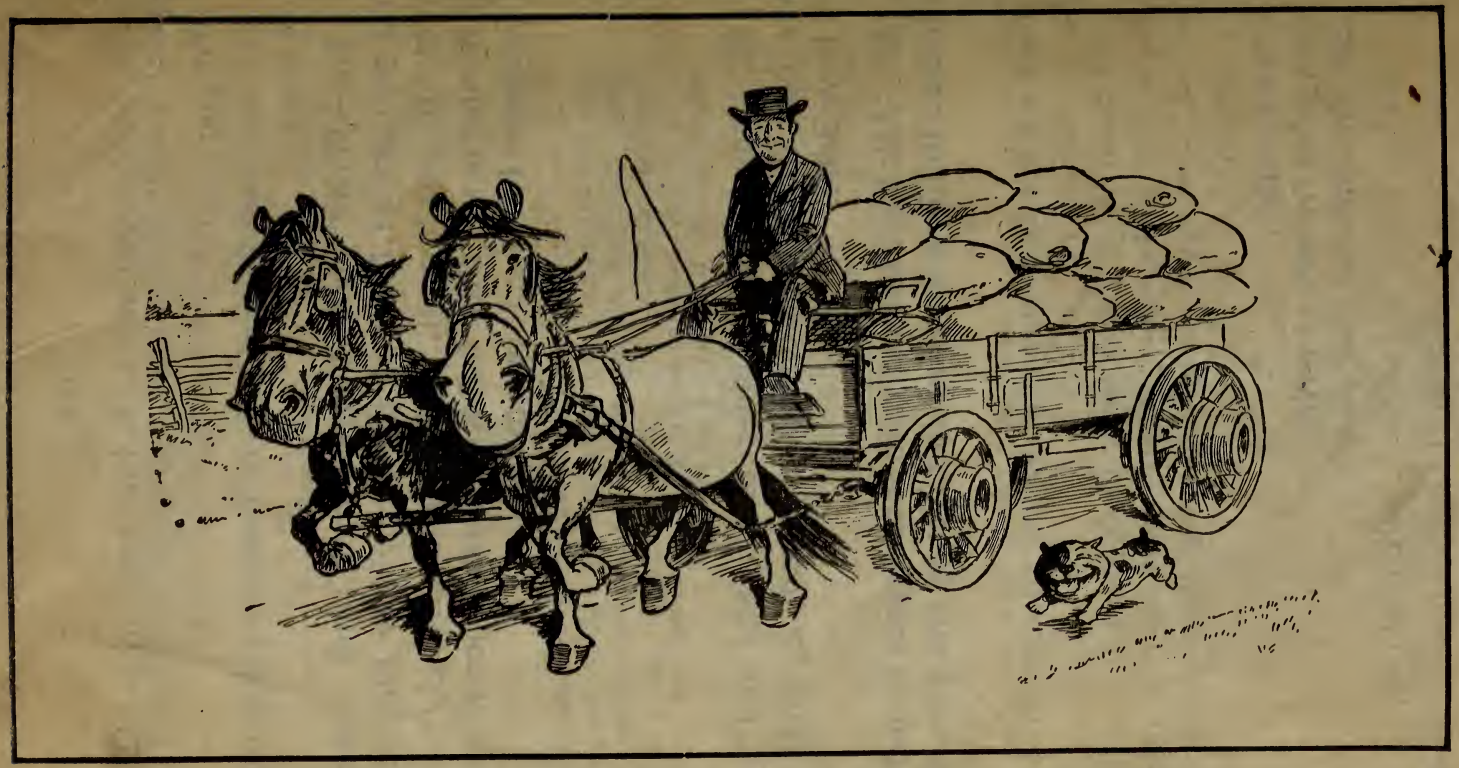
Don't think, "Well, I want better roads, but it is a bother to write, and there will be so many letters written that mine makes no difference." If everyone thought this way there would be no letters written.

Write to-day.
Ask your friends to write.
See the editor of your paper.

WALTER P. BROWNLOW,
Member of Congress from Tennessee.

WILL YOU HELP IMPROVE THE ROADS OF YOUR STATE?

IF YOU WILL, READ THIS.



THE GO-AHEAD FARMER.—"Since this new road was built I can haul a load of 5,000 pounds to market and make two trips in the time it took me to make one on the old mud road; then, too, I can haul in wet weather when I can't plow. I am so glad I was in favor of the Brownlow Bill."

HIS HORSES.—"It is just play to haul this load on the new road. See how fat we are!"

Issued by WALTER P. BROWNLOW,
Member of Congress from Tennessee,
To whom application should be made for additional copies at Washington, D. C.